

Division budgets for '83-'85 presented

ODOT division administrators presented their preliminary budgets for Fiscal Year 1983-85 to the Transportation Commission last month, following its meeting in Salem.

"We needed to get a feeling of where the commission stood and what they thought of the plans," said Joe Christian, the department's fiscal officer.

He said the process the administrators follow in preparing their budgets has become more simplified. They use an Alternative Program Level System (APLS) of budgeting prescribed by the Executive Department.

They use zero-base budgeting principles, and the total budget may include decision packages and program improvements. They also have to identify program reductions in case of revenue shortfalls.

"We look at each division and ask some hard policy questions," Christian said. "We ask what should we really be doing with this program—what we should include and what we shouldn't."

Christian said zero-based APLS budgeting was a great tool for division administrators to use.

"It involves managers at all levels, because you have to sit down and really look at what you've got," he said. "You turn over every rock."

Christian compared ODOT's budgeting process to a pyramid. He said they start out with a broad base that includes every program and possibly new activities.

"Then we start pruning and sheering until we end up with one solid budget," he said. "The major

objective among the division administrators this session is to keep their programs intact and, if possible, improve them with the same or fewer resources."

Christian said now the administrators will start preparing their final budget targets, to be presented to the commission again later this month.

'Lump-sum' funds taxed

Employees thinking of retirement, and considering the option of taking their retirement settlement in a "lump sum," should note that the money is now subject to federal taxation.

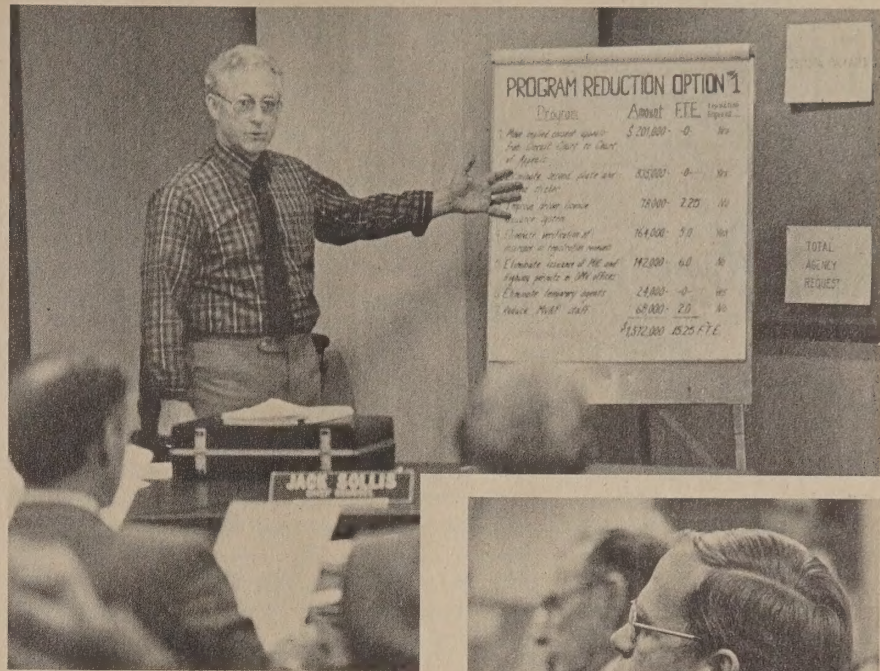
The 1981 Legislature passed SJR 34 that said "all reasonable effort should be made to qualify lump-sum PERS settlements for the tax-free rollover feature of the federal income tax laws."

To comply with SJR 34, PERS requested a ruling from the Internal Revenue Service.

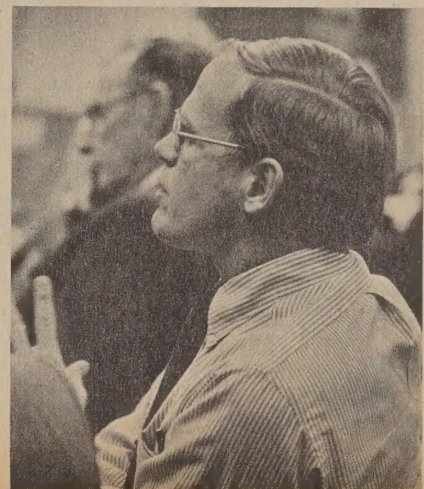
The tax consequences of taking a PERS lump-sum option at the time of retirement were confirmed in a "private letter ruling" by the IRS, received by PERS on March 31, 1982.

It said that distributions made to retiring public employees under any of the three "lump sum" options available from PERS are *subject to federal taxation as ordinary income*.

The money is *not* eligible for "rollover" into another retirement plan (IRA's) or ten-year averaging.



Motor Vehicles Administrator Dave Moomaw presents his division's preliminary budget to the Oregon Transportation Commission, following their meeting in Salem last month. Using a modified form of zero-based budgeting called the Alternative Program Level System, the division administrators prepared drafts of their budgets for the commission to review.



More highway miles slip to 'very poor' level

Over 130 miles of Oregon's highway system have slipped into the lowest quality road category over the past two years, according to a recent pavement condition report that was presented to the Transportation Commission at its April meeting.

Martha Sartain Hansen, a program evaluator for the Highway Division, presented the report, based on interim results of pavement condition evaluations made in March, 1982.

She said region and district personnel conducted pavement surveys, rating road conditions in five categories, ranging from "very good" to "very poor."

A "very good" road is new or nearly new; a "good" road continues to provide a first-class ride; a "fair" road exhibits noticeable signs of deterioration; a "poor" road suffers loss of the protective function of pavement, due to extensive cracking, and resurfacing is needed; a "very poor" road shows deterioration in full cycle, with the protective function of the pavement lost, the base suffering damage, and the loss of ride quality obvious to the user.

In the past two years, since the last report, more highway miles have deteriorated than were improved.

"Over 1,700 miles slipped into a lower category, while only about 800 miles were improved," Hansen said.

She said the system has about 200 fewer "good" miles than it had two years ago. About 130 miles

have slipped into the "very poor" category where base damage is occurring, making repairs more costly.

"We're getting into an area where our costs are really going to grow," Hansen said. "Deterioration is a continuing process, and it gets more expensive the longer we delay repair."

She said most people think of roads as being permanent.

"People don't realize that they are a consumable item," she said, "and we are consuming them faster than we are replacing them."



Slide with a sense of direction

Most maintenance crews have had more than their share of headaches this year trying to cope with all of the slides along the coast. But there is one slide that the Port Orford crew hasn't had to worry about too much, because it's sliding right under a bridge. District Engineer Bill Brown said the slide at Reinhart Creek, just south of Port Orford, is "a very interesting one." It's been moving for a couple of years, and now is heading right under the Reinhart Creek Bridge on HWY 101. "We don't work on it at all," Brown said. "We just cut the trees and let it slide." Above, Fred Mitchell (left), maintenance supervisor at Port Orford, and Henry Ralph, a HMW 2 at Coquille, stand by the bridge with the slide heading under it.

Inside



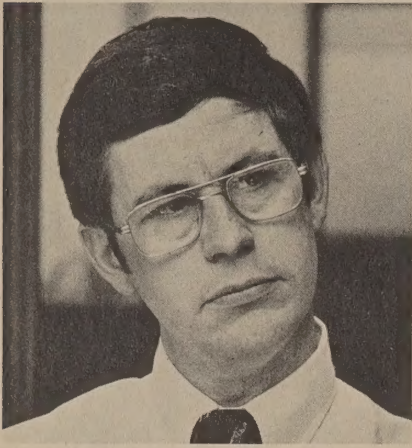
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Director's Corner

Fred Miller



This will be my last column prior to the May election. On May 18, we will know the outcome of the three-cent gasoline tax measure, the most significant issue the department currently has before it.

As I travel throughout the state, I continue to get a positive feeling about the prospects for Ballot Measure 4. People recognize the need for taking care of their highways, roads, and streets. They know that doing it now makes sense, and the winter damage has reinforced the need in the minds of many of our citizens.

In fact, the severe winter we have experienced may be what causes Oregonians to pass the ballot measure. The winter has served to focus attention on the conditions of our highways. At the same time, and perhaps more importantly, it has enabled the public to see our employees take care of the highway system under difficult conditions. We continue to get many compliments about the dedication and the effectiveness of our field crews.

It is never easy to pass a tax measure, especially at a time when the economy is struggling. However, the Committee for Good Roads Again is waging a strong campaign, and I know that many of you are helping as well.

If the measure does pass, it will be because of the efforts of many people. As important as any are the day-to-day activities which you perform efficiently, without a great deal of fanfare.

In my public comments, I assure the people of Oregon that we will continue to do the best job we can with whatever resources they decide are appropriate. I know that state, county, and city governments can do a better job if the tax increase passes.

Meet the Commissioners

Tony Yturri

The five members of the Transportation Commission, who are appointed to four-year terms by the Governor and subject to Senate approval, make up a body that is responsible for setting policy on all transportation matters within the five divisions. This is the first part of a series introducing the Transportation Commissioners.

Tony Yturri is the Transportation Commission's representative from east of the Cascades. Born and raised in Jordan Valley, he has made Eastern Oregon his home for 67 years.

Currently living in Ontario, he is an attorney with the firm of Yturri, Rose, Burnham & Ebert.

He said becoming a lawyer was his dad's idea, "and parental desires around our house were more like mandates."

So he attended the University of Oregon as a pre-law student, and after finishing his undergraduate work in three years, went to the University of Oregon School of Law, graduating in 1937 at the age of 22.

"I loved studying law," he said. "It is absolutely the best way to go. I still love it."

State Senator

His career as a lawyer was interrupted only by a short term of military service. He continued to have an active hand in the business when he was a state legislator in Salem for 16 years.

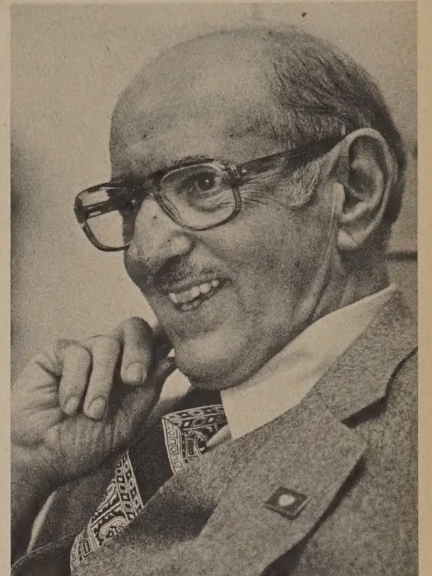
He was elected to four consecutive terms as a senator, beginning in 1957, and that was when his interest in highways began.

Yturri served as chairman of the Senate Highway Committee and chairman of the Transportation Interim Committee.

He was appointed to the Highway Commission by Gov. Tom McCall, then to the Transportation Commission by Gov. Vic Atiyeh to fill the unexpired term of Chairman Glenn Jackson, who resigned to become chairman of the Economic Development Commission.

When the term expired in 1980, the Governor reappointed him. His current term will expire June 30, 1984.

As chairman, Yturri presides over monthly commission meetings, usually held in Salem, and helps to steer the commission in a



progressive direction, while remaining sensitive to the concerns of the public.

Yturri said the other commissioners have brought a variety of business knowledge and political backgrounds to their positions, "and we need that," he said. "The commission needs people from different areas to bring different perspectives."

Asked if he thought a woman would ever be appointed to the commission, he answered "yes" without hesitation.

"In fact, I wouldn't mind having one on it now," Yturri said. "I serve on several boards with women, and the ones I know are dedicated, hard workers."

Yturri said the commission's work is made much easier by the fact that ODOT's division administrators are "absolutely remarkable."

"They are a superb bunch," he said. "They have the department running in top shape."

Wherever Yturri travels, whether it's west of the Cascades for business or to a warmer climate in winter for pleasure, his heart and home are still in Eastern Oregon.

"Yep, they'll bury me in Jordan Valley," he said. "Hopefully they'll wait until after I'm dead."

Letters to the Editor

Employee helps save a life

Dear VIA:

I am writing on behalf of Maylin Frickey for the excellent job he did in saving the life of my wife on March 17, 1982.

She was struck by an out-of-control semi-truck on the Lakeview Highway, and had Maylin not come along and administered mouth-to-mouth resuscitation and kept her conscious, she probably would have died.

I want to express my sincere gratitude to Maylin for his prompt actions and think he deserves a commendation for his actions.

Again, thank you very much.

Brad and Sylvia Kane
Bonanza, OR

EDITOR'S NOTE: Maylin Frickey is a highway maintenance worker 2 on the Klamath Falls crew. He came upon the injured woman while operating a plow/sander truck on the Klamath Falls-Lakeview Highway. He has been commended by the Governor for his actions.

Proud of fellow workers

Dear VIA:

We in highway aren't excluded from highway mishaps. On Saturday, March 6, 1982, my wife and I were on our way up the North Santiam towards Sisters when we ran across a spot of black ice at M.P. 75.5. The end result was we ended up sandwiched between two snowbanks with the car suspended over a roadside drainage creek.

Other motorists dug us out of the snow, which was heaped up on both sides of the car, before we could be extracted and summon help. A passing traveler notified the maintenance shop at the San-

tiam Junction and within a short time, highway personnel came to our rescue, showing exemplary service once again to the traveling public.

In this short note I wish to commend Gary Bleuel, HMS 1, Steve Dalesky, HMW 2, and Randy Gardner (temp.) HMW 1, proprietor of Marion Forks Restaurant.

I've always been proud of our Highway Division, and this accident reinforces my opinion of the dedication and service our employees give to the traveling public.

Thanks again, fellows.

Ben Gifford
Scheduling Coordinator, Salem

Employees help stranded motorist

Dear VIA:

On Feb. 23, 1982, my car stalled in the far traffic lane of the Steel Bridge. In my panic, I leapt out of the car and locked my one-and-a-half-year-old son in. No sooner had all this happened when two employees (bridge keepers on the afternoon change of shift) came to my rescue.

These two men not only diverted the traffic but calmed me and entertained my son (especially the day shift person). I just want to thank these men for their service and kindness. Another kind fellow arrived later and helped my husband push the car off the bridge to a safer area.

These men were expedient and kind and deserve many thanks.

Lucy Cate
Portland

EDITOR'S NOTE: Melvin Murphy and John Clapp were the two gate-men referred to above.



Oregon Transportation Commission

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Anthony Yturri

Members

Peter J. Brix

Tom Walsh

Robert F. Dwyer

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Director

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The Office of Public Affairs

103 Transportation Building

Salem, Oregon 97310

Phone: 378-6546

George Bell

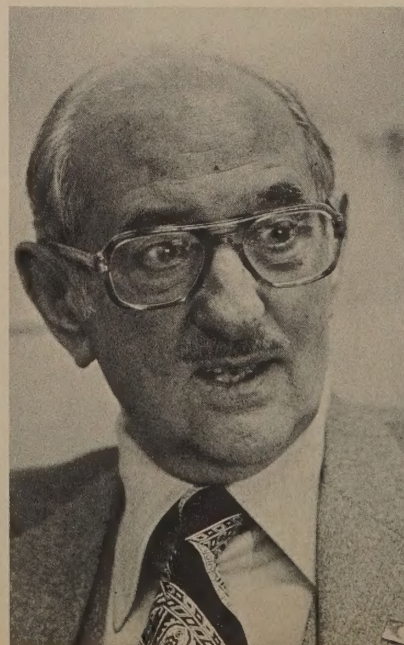
Assistant Director

for

Intergovernmental and
Public Affairs

Anna Browne Muzzall

Managing Editor



Divisions prepare for Transportation Week

ODOT is gearing up once again for National Transportation Week, celebrated annually throughout the United States with specially-designed displays and activities.

During the week of May 16-22, each of the Highway Division's five regions will display information on each of the divisions, including models, bike exhibits, and an air bag car and "seatbelt convincer," borrowed from the Traffic Safety Commission.

A 23-member Central Operating Committee, which includes representatives from the public and private sectors, began meeting in February to plan the week's events.

Each division will be represented in each of the regional displays. The Public Transit Division will have a Tri-Met articulated bus from Portland on display in Salem, said Roselyn Kay, division coordinator.

The Salem Transit Board will also feature one of the new Cherriots RTS buses, and both will offer tours, Kay said.

Region 2's display will be held at the Nordstrom Mall in Salem, May 21-22.

The Parks Division will set up a simulated camp for Region 3's display, to be held in the Valley River Center in Eugene, May 21-23.

Motor Vehicles Division's coordinator, Peggy Green, said most of the regions will have an informational display on DMV, and the video tape, "We Serve," might also

be available to show in Salem.

Sam Griggs, Aeronautics' coordinator, said they will have a map display in Salem on their 37 state-owned airports, plus informational displays in the other regions.

The Highway Division will have major displays in all of the regions.

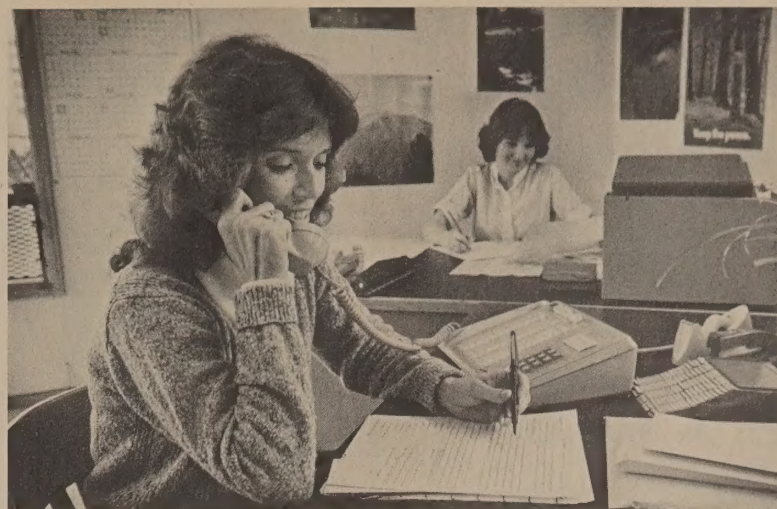
Adolph Dowdy, coordinator for Region 5, said they will feature a carnival-type exhibit for May 19. The La Grande shopyard will be used as a huge display area for maintenance equipment, and school children will be bused in to tour the yard.

Region 4's coordinator, Dave White, said their exhibit will be held at the Bend Plaza Shopping Center, May 21-22, and will feature photos of construction projects as well as table displays.

Metro Region's coordinator, Mike Smith, said their display will be held in the Clackamas Town Center, May 20-22. It will feature highway models and exhibits from the other divisions.

A photo contest, sponsored by VIA, is also being held in connection with National Transportation Week (see the April VIA for details, or call 378-6546). All pictures received will be displayed in Salem during that week.

A 10K (6.2 miles) and 1 mile fun run are being held May 22 in Salem (see April VIA for details). T-shirts for the run are available from Ken Husby, 378-6514, for \$6.



Center staffed for summer

The pace is starting to pick up in the Parks Division Campsite Information Center, in the Region 1 office on 82nd Avenue in Portland. The center opened March 1 and will be staffed from 8 a.m. to 5 p.m., Monday through Friday, until Sept. 3. In the lull before the summer rush, two people can accommodate the approximately 180 to 200 calls received each day, but a third person is necessary when the volume swells to 500 to 550 a day during the season. Center personnel provide information and answer questions, as well as refer callers to appropriate private and public individuals and agencies. Above are Marilyn Borgelt, supervisor (left), and Suzy Wessling.

Kids, politicians break ground for light rail

With banners waving, balloons flying, and a band playing a drum-roll, eight fourth graders from Davis Elementary School recently turned the first shovels of dirt in a groundbreaking ceremony for the Gresham-to-Portland light rail line.

ODOT Director Fred Miller attended the March 26 ceremony, joined by such dignitaries as U.S. Senator Mark Hatfield, Gov. Vic Atiyeh, and Arthur Teele, director of the Federal Urban Mass Transit Administration.

About 350 people gathered at the site of the line's Maintenance and Communications Center at Ruby Junction, 199th Avenue and Burnside Road.

Reconstruction of the Banfield Freeway from I-5 to I-205 will start sometime this summer. The first highway contract is expected to be let in June.

The Banfield Freeway will carry an estimated 130,000 vehicles per day, and the light rail 40,000 people per day as they travel the 15-mile line between Gresham and Portland.

The groundbreaking ceremonies culminated years of planning by federal, state, and local transportation officials. Completion of the light rail is set for late 1984.

Help with inventory, ordering

Equipment Unit gets computer

The Highway Division's Equipment and Supply Unit will sell about \$9 million worth of merchandise through its three storerooms in Salem, Bend, and La Grande, during Fiscal Year 1981-82.

"That amounts to about \$700,000 a month in sales," said Mel Brownley, equipment supply superintendent.

Dealing with that kind of volume on a regular basis, the equipment shop's old system of manually taking inventory and ordering parts has become overloaded and outdated.

Brownley said the unit is setting up a computer system to handle that volume.

"The concepts behind the computerization are inventory control and ordering," Brownley said. "The computer will automatically tell us when an item needs to be ordered, where the last order came from, how much it will cost, where else we can get it, annual usage of the item, and who within the division purchased it."

Most of this information is kept on index cards in a machine that holds over 30,000 records—one for each item in stock.

Brownley said the need for a computer became apparent about 10 years ago, and numerous studies were done before it was finally decided that the unit needed a computer, and what it needed to do.

"We started looking for a system on the market that we could afford and that had the kind of program

we wanted," he said. "We finally decided on a company out of San Francisco called DTRO."

Brownley said the unit bought a software program (a few terminals and a printer), that is being installed on the department's host computer. A DTRO employee is modifying the program to the division's specific needs, and will stay in Salem for one year to help work the bugs out of the system once it's up and running.

"So far, our program is right on schedule," Brownley said. "The

first step of bringing the software in and installing it on the host computer has been completed. The second step, to be completed by June 30, is to customize the program to the needs of the equipment shop. By the end of October we should be fully trained in the use of the computer and able to instruct others."

Brownley said after the system is running smoothly in Salem, they will link it with the Bend and La Grande shops.

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Until the equipment shop's new computer is fully operating, both the old and new system of keeping track of the shop's massive inventory will be used. At left, Millie Williamson (front) and Kim Overheul, both clerical assistants, use the card file. Right, Sue Gallardo, a clerical assistant, inputs the information from the cards into the computer.



'Facts' booklet updated

"Facts about ODOT and its activities" has a new look this year. The recently-revised 36-page booklet now has a gold-colored cover, replacing the blue one last year.

It describes the Oregon Transportation Commission and the Oregon Department of Transportation as of March of this year. Main emphasis is on the operational and fiscal aspects of the department and its five major divisions.

Copies of the booklet have been mailed to all ODOT managers and section heads. Anyone else wanting a copy should contact the Intergovernmental and Public Affairs Office, 104 Transportation Building, Salem 97310, or call 378-6546.

Holders of the "blue" booklet should discard it and acquire the new edition.

Border info centers open this month

ODOT's six border information centers will be opening their doors to the public this month, to aid travelers and to help guide tourists to areas and attractions that fit their special interests.

Donna Graning, of the Public Affairs Office and manager of the centers, said those located on interstate highways in Ontario, Portland, and Siskiyou will open May 15; those in Brookings and Klamath Falls will open May 22; and the center in Astoria will open Memorial Day.

Graning said the centers stay open between eight and 13 hours a day, seven days a week, and last year helped over 240,000 people traveling through Oregon.

The information centers are staffed by personnel trained to know what recreational opportunities are offered not only in their areas, but throughout the state. This year, Graning said, she and her staff will tour the Central and Southern Coast before the centers open, and she will test them on the information they gather during the trip.

She said the centers will remain open at least through Labor Day, and those located on the interstates will be open through October.

Computer...

Continued from page 3

The computer is expected to simplify the entire process of ordering and stocking items in all three storerooms.

"It will enable us to buy in large quantities at a lower price," Brownley said. "It will help to eliminate overstocking and understocking, that are now just a matter of human judgment, and it will call to our attention various items that have become inactive, so we know to dispose of or discontinue them."

Brownley said all the employees using the card index system will be trained to use the computer.

Years 5 Ago

The May 1977 issue of VIA reported on a section of the Isthmus Slough Bridge in Coos Bay that washed out because of damage by marine borers. The bridge was reopened to traffic after Highway Division crews worked around the clock for six days to restore it. The collapsed bent was replaced by a more stable one, and adjacent bents were inspected and reinforced.

A broader inspection showed several other bridge structures along the coast were also infested with marine borers, and work was underway to protect them from a similar fate.



Battle of the Bridges

The Highway Division spent a couple of hours one weekend destroying over 100 bridges. These bridges, however, were not made out of concrete and steel but balsa wood and cotton string. It was all part of the 13th Annual Bridge Building Contest for area high schools, held Saturday, March 27, at the division's Materials Testing Labs in Salem. There were 128 bridges entered from 20 high schools. Above, a group of students looks on as Jim Turpen, a lab technician, puts their bridge under the compression testing machine. At right, some students from Thurston High School in Springfield, which came in second, check their bridges for weak points. Hillsboro High School was the winner for the second year in a row, with a bridge that withstood a load of 344 pounds. Their team entry also took first place. The contest is sponsored by the Mid-Willamette Valley Chapter of the Professional Engineers of Oregon, and testing was done under the supervision of Highway Division engineers.



Identifies high-risk areas

Unit analyzes accident information

The following is part of a series describing the different functions of units and sections in the various divisions within ODOT.

There is a Highway Division unit that deals with missed stoplights, crumpled fenders, smashed windshields, slick highways, and sometimes even fatal injuries. It is the Accident Analysis Unit, and its members assemble, code, and publish vehicle accident information that identifies high-accident spots or sections on the state highway system.

Carl Vistica, unit supervisor, said their primary concern is the exact location of an accident.

"We have to know where on the road or intersection it happened--what side, which lane--and if the car struck anything," he said.

Vistica's unit is concerned with the number of accidents that happen on public roads only. They don't compile information on accidents that happen in parking lots or anywhere off the road.

Vistica's unit codes the information, such as date and location, type of vehicle, number of occupants, type of collision, and weather conditions, directly off the accident reports it gets from the Motor Vehicles Division.

DMV sends over about 55,000 of the more than 135,000 accident reports it receives each year. It combines the various reports it gets on a single accident and sends it to Vistica's unit under one serial number.

"DMV screens out the non-fatal, non-injury accidents where the amount of damage is under \$400," Vistica said. "Of the 55,000 we receive, we only use about 53,000. Some of them just don't have enough information on them for us

to code."

Vistica's unit includes 12 members who manually record the information from the reports onto code sheets. The first thing they must do is pinpoint, by using the report diagram, city or county maps, straightline charts or milepost logs, exactly where the accident occurred.

Vistica said fatal accidents are recorded the same way as non-fatals, "but we like to pin those down more closely because they usually end up in court."

The unit's information is fed into the department's computer and used by the Highway and Motor Vehicles divisions, the State Police, and is sent to 34 cities and 22 counties in Oregon. It can be used for highway design, improved traffic

flow, and safety improvement.

From all the data compiled by the Accident Analysis Unit, endless variations of statistics can be pulled, dealing with general or specific information.

They can determine that Multnomah County had almost 30 percent of the state's accidents in 1980, as well as the number of pedestrians between the ages of 25 and 44 who were killed while using an intersection or crosswalk last year.

Most of their information, however, is used to reveal deficiencies in the engineering design or traffic control at specific locations, Vistica said.

He added that the information is kept in the computer for 10 years, after which time it is erased.



Members of the Accident Analysis Unit, who code vehicle accident information from Motor Vehicles reports, must first pinpoint the exact location of the accident. They do this by using diagrams, city and county maps, or straightline charts and milepost logs. Above, from left to right, Claire Swingle, Betty O'Harra, and Mimi Paulson, clerical specialists, use maps to determine the locations of accidents.

Energy conservation in ODOT reported

By Doug Roberts
Energy Information Officer

"Much has been done within the department to conserve energy. Much is left to be done."

So concludes a report on energy conservation and contingency planning in ODOT, prepared by Joe Speight, program analysis engineer.

The report provides an overview of what is being done throughout the department to conserve energy, and it makes recommendations as to other conservation steps that would further reduce energy expenditures.

"Most of the recommendations are not new," Speight said. "Some of them were already happening and others were ideas bouncing around out there, but nothing was happening with them."

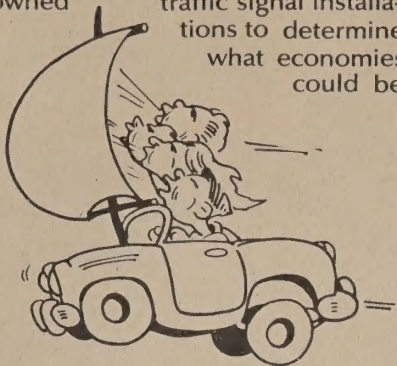
Among the leading recommendations made by Speight were:

- All buildings owned by the department be audited for potential energy conservation applications.

- A separate budget item be established to provide funding for

those conservation projects that have a payback period of less than five years. Speight suggested \$500,000 be allocated for the fund.

- Studies be conducted of illumination on highways and state-owned traffic signal installations to determine what economies could be



achieved that would save both the department and motorists money.

As for his findings about the department's energy conservation efforts, Speight said, "I was delightedly surprised to find that much was being done. Region 1 has audited all of its buildings; the Bridge and Design units are studying different energy-conservation applications; and the Parks Division

has done a number of things."

Among the energy conservation actions taken by Parks are the installation of solar hot water heating in Tumalo State Park, the use of more natural light for buildings, and a reduction in gasoline use by 23.4 percent between 1973 and 1979.

Citing an example of some of the smaller but very helpful projects around the state, Speight mentioned Carl Goldsby, shop superintendent in Region 5, who installed insulation and ceiling fans, and replaced a furnace in the region's maintenance shops.

"Those low-cost but effective ac-

tions can make quite a difference," Speight said.

Fred Miller, ODOT director, complimented Speight on the report.

"I thought he did a good job of covering a broad range of energy questions," Miller said.

In regard to the report's recommendations, Miller said, "The main thrust will be energy management in the buildings we control. We will be looking for things that have a quick payoff."

"The economic situation is such that we can't get into the other more expensive things, such as the traffic signalization, right now."

Memorial rose garden planted in state park

More than a dozen individuals are now memorialized at a unique new state park facility near Astoria, on the Oregon Coast.

The Memorial Rose Garden at Fort Stevens State Park was recently established for those who wish to remember loved ones in connection with the natural beauty afforded by a floral tribute in a park setting.

The garden was inspired by family members of a young couple killed about a year ago in a tragic highway accident. The young people loved state parks, particularly Fort Stevens, where they camped each year.

Surviving family members indicated they would like to remember the couple there in some manner. Park employees were asked for suggestions, and the rose garden idea was submitted by Sue Scully, historian at the park's Visitor Center.

The formal garden was established immediately adjacent to the center, and a marker bearing the names of the individuals being memorialized is maintained within the center. Donors, who may select the color bush desired, have been asked to contribute \$50 or more to help defray expenses.

Participation is open to any indi-

vidual or group wishing to be involved. The Parks Division will plant rose bushes to memorialize those who die while actively employed, those who distinguished themselves prior to retirement, and those non-employees considered to be "friends" of the division.



Sue Scully, Fort Stevens State Park historian, and Don Pizer, district park manager, examine one of the rose bushes from Shore Acres State Park to be transplanted in the Memorial Rose Garden at Fort Stevens.

Bob Hector chosen as Region 5 Engineer

A long-time employee of the Highway Division, who has spent most of his career in Eastern Oregon, was promoted to Region 5 Engineer, effective April 1.

Robert Hector, 43, who served as region construction engineer since 1978, replaced Wendell E. (Pat) Schwartz, who moved to Salem to fill the new position of Assistant State Highway Engineer for Operations.

Hector began his highway career as a chainman in the Pendleton area in 1958. He served an assignment in the Salem location office, but returned to La Grande in 1973 as Region Maintenance Engineer.

He is a registered professional engineer and land surveyor.

In his new position, he will be responsible for design, construction, maintenance, and other division activities in Malheur, Harney, Grant, Umatilla, Union, Baker,



Bob Hector

Morrow, and Wallowa counties, as well as portions of Wheeler County. In size, it is the largest region in the Highway Division.

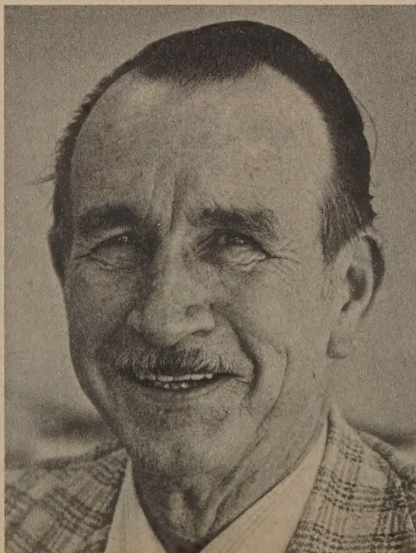
Bill Martens named to weighmaster position

Bill Martens, 59, was recently promoted to Transportation Permit Supervisor in the Weighmaster Unit of the Highway Division, to replace Jim Woll, who died of a heart attack in February.

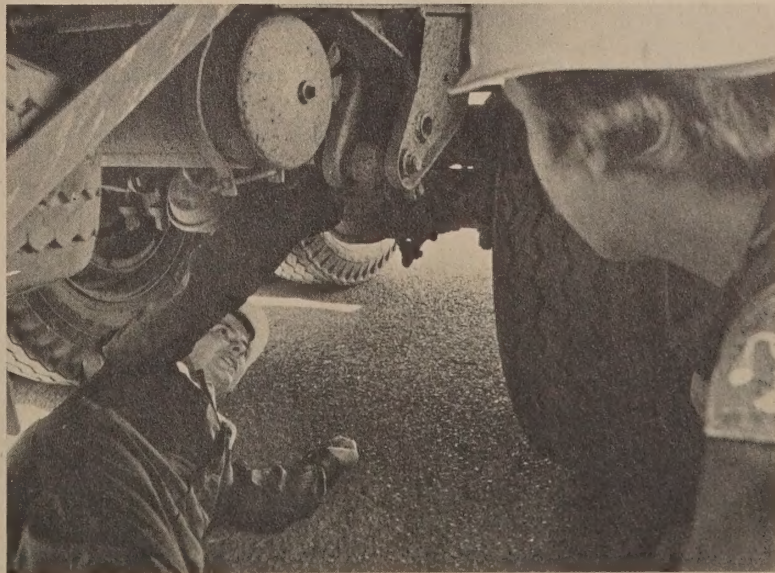
Martens started with the division in 1963, and after short periods with the Parks Division and highway maintenance, transferred to weighmasters.

He has been stationed in various parts of the state, including Klamath Falls, Bend, Roseburg, La Grande, Eugene, and Salem.

Martens was promoted to Assistant Chief Weighmaster in Salem in January, 1980. His main responsibility in his new position will be dealing with oversize/overweight vehicles and loads.



Bill Martens



She inspects trucks

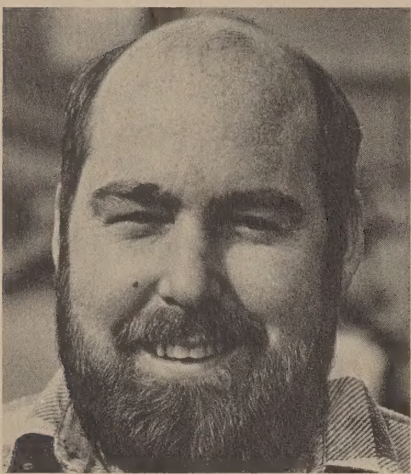
Weighmaster Pat Francis, of Klamath Falls, is the first woman to be trained as a truck inspector for the Highway Division. She joined five other weighmasters from all over the state for the two-week class in Salem last month. Above, she "inspects" under a truck while her partner looks on.



Jerry Robertson is VIA's roving photographer. VIA's editors frame the question of the month, and answers are edited only for length.

CANDID COMMENTS

Do you sense any more support for Measure 4 this year than in previous ballot elections?



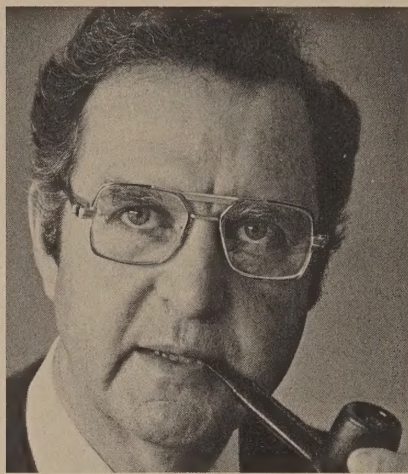
**DAVE CULVER, HWY
HMW 2, Sisters**

I don't find a lot of support for it. There are too many people out of work, and if they have an opportunity to say yes or no to taxes, then they're going to say no. I tell them we don't need 3 cents we need 10, but they must not think our roads are bad enough yet.



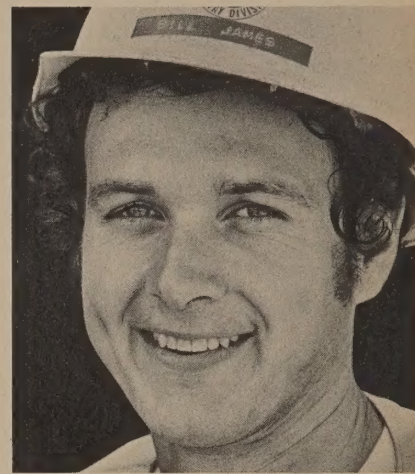
**CAROL BROOKS-MOENING, DMV
Programmer, Salem**

I don't think people will vote in favor of an increase in taxes, even though our roads are in need of repair. I think it's because of the economic situation and people just won't vote for it.



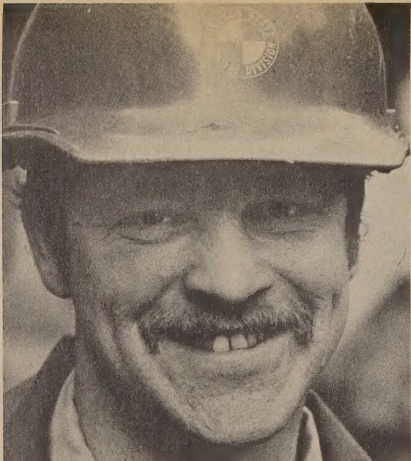
**DENNIS CLARKE, ADMIN.
Public Affairs Specialist, Salem**

Yes, I do. People have had two more years to personally experience our road problems, which basically boil down to a shortage of funds. Most people can relate and understand that, but when they find themselves alone in a voting booth being asked to vote yes or no on a tax increase, I'm fearful of the choice they'll make.



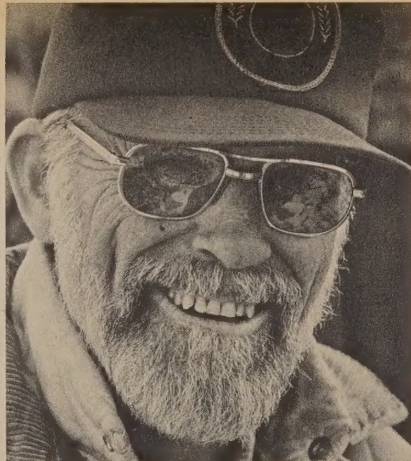
**BILL JAMES, HWY
HMW 2, Salem**

I haven't discussed the tax increase with anyone other than highway people, but I think people will put up with more potholes and sagging bridges before the tax increase will pass. The way the economy is, I will be surprised if the gas tax passes in the next election.



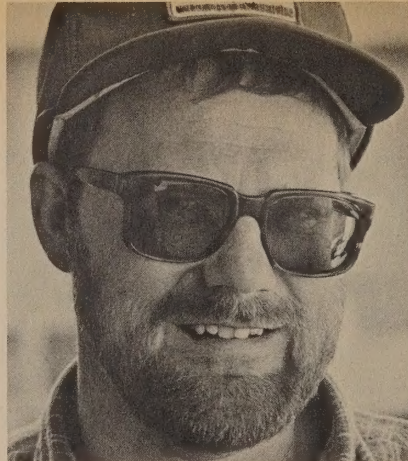
**CRAIG BARKLOW, PARKS
Ranger 1, Humbug Mountain**

I think it's going to be defeated because people have had enough of taxes and they're going to vote it down. People have only so many dollars, just like government, and they have had enough of taxes. That's the way things are now.



**BOB PETERSON, HWY
HMW 3, Meacham**

I haven't heard any comments on it, but I don't think it will pass. People are in bad shape because of the economy and they can't afford any more taxes. I agree something's got to be done--our roads are getting in worse shape and we need money for them, but I think an awful lot of people are going to vote against it.



**JOHN WAISANEN, HWY
HMW 2, Astoria**

No, I don't sense any more support for it. The recession has everything so goofed up that I don't think people are going to vote for it. Our Class 1 roads are tolerable because we take care of them the best we can, so I don't think people think there's a need. I think the Legislature is going to have to do it for the people, because they aren't going to do it.

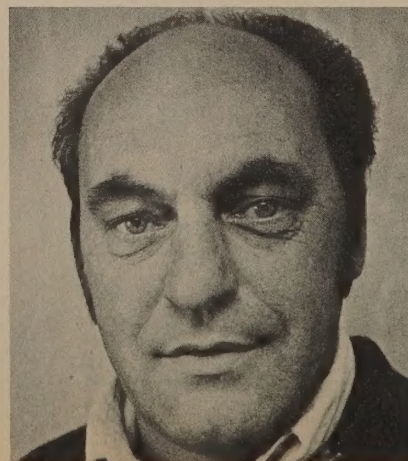


**BEVERLY TINER, DMV
MVR 1, Ontario**

I think it will be defeated because of the economy. When that gets better, things will be different. People want better roads, but they just can't afford to pay for them right now.

**ELAINE MULDER, HWY
Clerical Specialist, John Day**

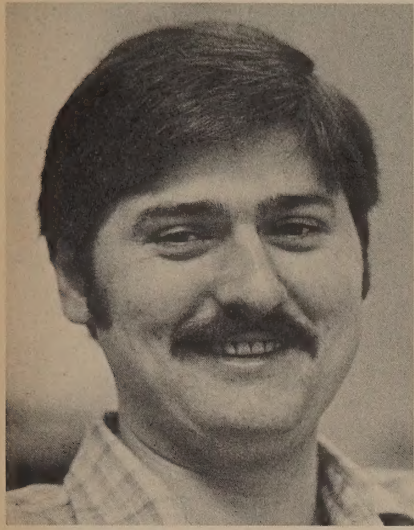
The people I've talked to have had a negative attitude toward it. They don't want to pay anymore taxes, but they complain about the condition of the roads. Out here in Eastern Oregon we need so much work done on our highways, that I don't think it's too much to ask people to do. I've been trying to talk people into voting for it.



**THOMAS REEVES, HWY
HMF 1, Milwaukie**

I support it, but I don't know if other people will. The way state and federal taxes are now, people are getting stuck for too many taxes. If only they knew how badly we need it. I think a lot depends on where people live--things might be better in some places rather than others.

People Page



Ralph Harrington



Dara Smith

Moving up the ranks

CONGRATULATIONS!

The following ODOT employees were promoted recently:

Wesley Anderson, Highway Maintenance Worker (HMW) 2 to HMW 3, Linn County.

Timothy Avilla, Motor Vehicle Rep. (MVR) 1 to MVR 2, Grants Pass.

David Brenneman, Management Assistant A to Management Assistant B, Salem.

Dewayne Cabe, HMW 4, Clackamas, to Highway Maintenance Foreman (HMF) 2, Portland.

Steve Gallier, MVR 1, Medford,

to MVR 2, Ashland.

Ralph Harrington, Stores Clerk to Storekeeper 1, Salem.

Robert Heuck, Clerical Specialist, Central Permit Office, to MVR 1, West Portland.

Paul Kasch, MVR 2, Grants Pass, to MVR 3, Medford.

Elizabeth Mulcahy, Administrative Assistant (AA) 3 to Program Coordinator 1, Salem.

Jeffrey Norman, HMW 2 to HMW 3, Salem.

O. D. Purdom, HMW 3 to HMF 1, McMinnville.

Dara Smith, HMW 1 to Engineering Technician (ET) 1, Salem.

Harwood named to new position in Metro Region

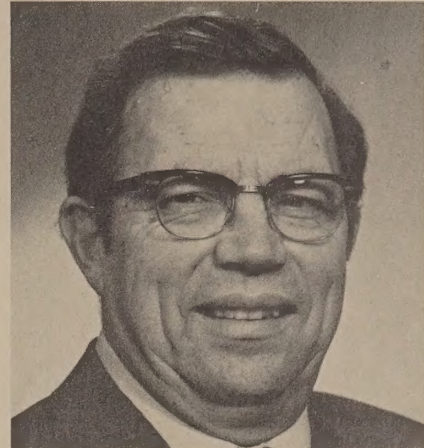
Al Harwood, projects engineer for the Glenn L. Jackson (I-205) Columbia River Bridge, has been named as the new Metro Region Operations Engineer, effective immediately.

"It is not possible for the Metro Region Engineer to be fully involved in the political and public activities required of the position and, at the same time, assume full responsibility for the construction, maintenance, and other operational aspects of the region," said Pat Schwartz, new Highway Engineer for Operations.

"Therefore, the position of Region Operations Engineer is being established at the HE 7 level."

Schwartz said Harwood will be the principal assistant to the recently-named Metro Region Engineer, Ed Hardt, and will assume the responsibility for the region's construction and maintenance programs.

Harwood said he can devote about half of his time to his new duties starting immediately, since the I-205 bridge project is winding down.



Al Harwood

He received his engineering degree from Oregon State University in 1954. His first bridge assignment with the Highway Division was the Marion Street Bridge in Salem.

Harwood has been a resident bridge engineer in Medford, La Grande, and Astoria. He was assistant division engineer in Milwaukie, and assistant Metro engineer in Portland. Before being assigned to the I-205 bridge, he was the field construction engineer in Salem.

Remembering

Louis Olson, 47, of Salem, died April 16 in Portland following open heart surgery.

Olson worked for the Highway Division in Project Management for over 20 years, starting in 1960. He was an ET 3.

The following ODOT retirees passed away recently:

Arlene H. Fussell, 65, died Feb. 25 in Salem. She worked as a clerical assistant in the Highway Division from 1968 until her retirement in 1980.

Virgil Hoflick, 74, died April 11 in Philomath. He was a long-time employee of the Highway Division, retiring in 1970 as a Highway Maintenance Foreman 3 in Corvallis.

Andrew Johnson, 67, died Feb. 21 in Portland. He started with the

Highway Division as an Engineering Aide in 1953, and retired as a Highway Engineer 1 from the Metro crew in 1978.

Carl Shelden, 74, died April 2 in Condon. He started with the Highway Division as an Engineering Technician in 1946, and retired in 1972 as a Highway Engineer 1.

Harvey H. Creson, 79, of Sweet Home, died April 9. He started with the Highway Division in 1947 as a highway maintenance worker 1. He worked around the Bend area for 21 years before retiring in 1968 as a highway maintenance worker 3.

Richard Holman, 65, of Tygh Valley, died March 16.

He started with the Highway Division as a highway maintenance worker 1 in Milwaukie in 1976, and retired there March 1, 1982.

Do ODOT employees want one?

Service pin question

Service pins are given to employees in some of the divisions to recognize a certain number of years with the department.

Pins are handed out in the Highway, Motor Vehicles, and Parks divisions in increments of five years, starting at 10. ODOT employees are given Highway Division pins in place of department pins.

The Aeronautics and Public Transit divisions have no service pins for their employees.

To create a more uniform system of awarding service pins to all ODOT employees, a suggestion has been made to design a depart-

ment pin to be used in all the divisions as the first pin given.

It could be made in the form of a lapel pin for men and a stick pin for women.

Another possibility is to design a pin to be given to all state employees, regardless of department or division.

VIA would like to know your opinion. Answer the questions in the box below and send them, by May 14, to:

VIA
Rm. 104 Transportation Building
Salem, OR 97310

Service Pin Poll

Send in by May 14

If the department were to develop a service pin for all employees, do you think the pin should carry the state seal and be available for all state employees?

yes ☐
no ☐

or

Do you think service pins should be specially designed for ODOT?

yes ☐
no ☐

If such a pin were developed, would you want to receive one?

yes ☐
no ☐

Retirements

The following ODOT employees retired recently:

Curtis Chapman, 7136 SE 21st, Portland 97214; Cedar Mills DMV Office Manager, 11 years.

Floyd R. Hayde, 1536 Johnson Ave., Klamath Falls 97601; Weighmaster 2, 16-and-a-half years.

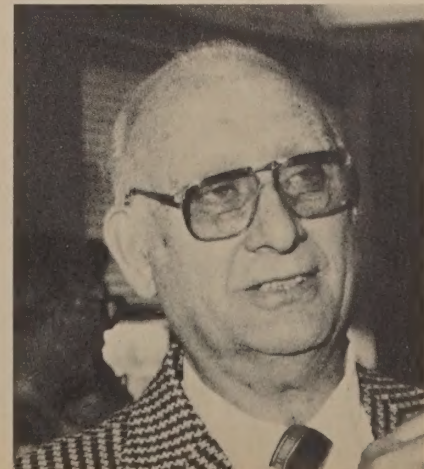
Russell Hedge, 3255 Bonham St. S, Salem 97302; Administrative Assistant, 22-and-a-half years.

SAIF awards

The following crew earned SAIF awards recently:

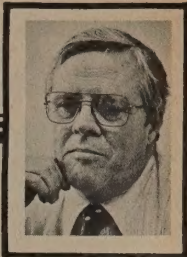
Crew 450-03, Wallowa Lake Park Crew; 150,000 man-hours; Dean Muilenburg, supervisor.

Darrell Stewart, 1514 10th St., Tillamook 97141; Highway Maintenance Worker 2, 13 years.



Russell Hedge

On the job with ... Pat Schwartz



By Anna Browne Muzzall
Managing Editor

Pat Schwartz, as the new Assistant State Highway Engineer for Operations, still sits in a temporary office in Salem. His career with the Highway Division, however, has been anything but short-lived. Schwartz recently celebrated his 31st anniversary with the division, and after 31 years, he is considered a permanent fixture in the division, even if he doesn't have a permanent office yet.

Friends who have known him through his years in highway say he is outgoing and easy to get along with, even though he appears to be brash on the surface.

Dale Allen, Region 4 Engineer who worked with Schwartz in LaGrande, says he is very well respected by everyone who gets to know him, and is generally considered to be direct and outspoken.

"He's very willing to express his point of view," Allen says. "You always know where he stands on an issue, but he can do it without making people mad at him."

He says Schwartz is experienced in every aspect of the Highway Division, since working himself up from his beginning as an engineering technician in 1951.

Mysterious nickname

Born 56 years ago as Wendell E. Schwartz (he says he doesn't know where he got the nickname "Pat"), he grew up in South Dakota and graduated from South Dakota State University with a degree in civil engineering.

He liked the Pacific Northwest area from vacationing here as a kid with his grandparents, so he applied to the Oregon and Washington highway divisions for a job.

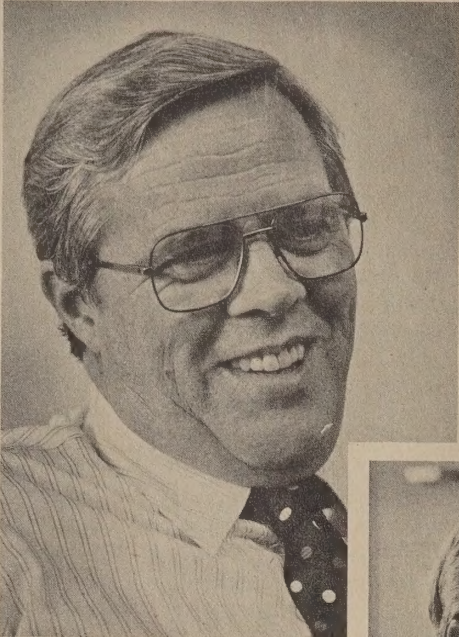
"At the time, Washington wasn't hiring and Oregon was," he says, "so I accepted Oregon's offer."

And he's been here ever since.

Schwartz started with a location crew in Newport, working on the Newport/Toledo section of HWY 20. From there he transferred to Salem's location crew, then to construction, and in 1958 moved back to Newport as Resident Engineer.

The promotion marked the beginning of a successful, uphill career for Schwartz in Oregon's Highway Division.

In 1966 he was transferred to Redmond as District Engineer, in



1969 he went to Roseburg as Assistant Region Engineer, and in 1972 he answered a call that sent him to LaGrande as Region 5 Engineer, where he stayed for 10 years.

Schwartz says he didn't have an eye toward moving up so far within the ranks when he first started with the division.

"I just wanted to do things the best way they could be done," he says. "And I've always been willing to move wherever they wanted me to go, so that might be why I got a promotion over somebody else who didn't want to move."

He says the transitions in his jobs have been smooth, except for the initial bump from Resident Engineer to District Engineer.

"Nothing I'd ever done prepared me to be a DE," he says. "It was the first time I had to prepare a budget and delegate responsibility—I was given a crew of men and told to take care of the roads."

Schwartz says he really had to shift gears to adjust to the duties when he took over as District En-

gineer, and he has had similar feelings when he moved to Salem to become the new Assistant State Highway Engineer.

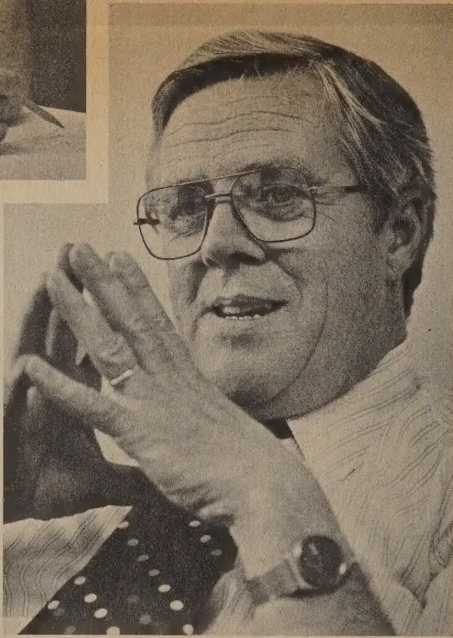
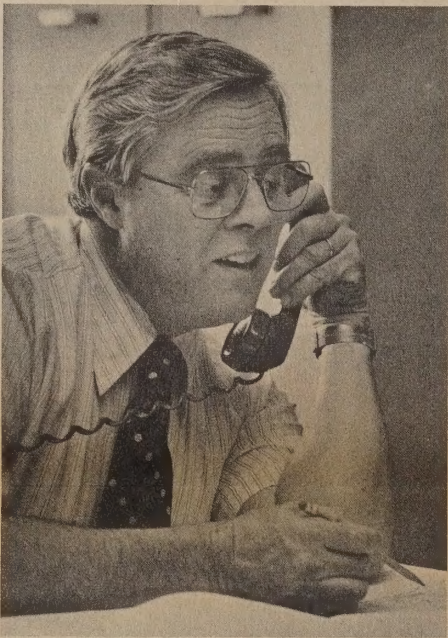
He says his perspective out in the field was different from the one he sees now, sitting behind his desk in Salem.

"Out there you see things in a small perspective, and from here you see the 'big picture.'"

Schwartz's move from LaGrande to Salem was a big change in his career, but he says it wasn't the biggest change he's been through with the department.

"I think the biggest changes occurred during the George Baldwin era, when we went from the Highway Department to the Department of Transportation," he says. "Then we had a change in philosophies and attitudes in the administration, but the department has to keep changing to keep up with the economy and the times."

"People may come and go, and administrations may come and go, but we always have the same responsibilities—the construc-



tion, operation, and maintenance of the highway system for the people of Oregon."

Schwartz says he hasn't been in the new job long enough to know if he likes it or not, but he thinks he

does.

"I guess I don't have much choice," he says, chuckling, "I can't go back to LaGrande—they've already filled my old job."

Schwartz doesn't miss LaGrande too much, even though his wife of 33 years, Heralaine, is still there teaching school.

"I liked the country, and I liked the people, and I liked the work," he says, "but we didn't like the isolation. We were just a long way away from our family. It's big over there—there's a lot of country."

Schwartz has a son in Portland and is currently sharing his daughter's apartment in Salem. He commutes to LaGrande on the weekends to see his wife, who will move to Salem when school is out, and to finish up some personal affairs.

Loyal to Highway

"Most people, when they get promoted and transferred, have time to wind up their business," he says. "I haven't had any time to do that."

Despite the inconveniences, Schwartz says he feels very loyal to the place that has been "the only real, full-time job" he's ever known.

"The Highway Division has been very good to me," he says. "I'd be happy if I were still in LaGrande, but now things look a little more challenging."

After 10 years, being Region Engineer wasn't very challenging anymore -- our construction program had gone to hell and we had no money to do anything else, so it wasn't as much fun as it used to be."

Now that his career has taken another upward swing, Schwartz is looking forward to working for another few years and has no thoughts of retiring.

"I guess I inherited the midwestern work ethic--this is what you do with your life," he says. "I know someday I will retire--I'll have to--but I don't have any desire to retire and do something else. I like what I'm doing now."

Retirees let us know what's happening

Robert H. Prange, 2445 Maple Ave. NE, Salem 97303. Ret. HWY 1981.

Bob says he wondered for years how people managed to keep their yards looking so nice, and he has finally found the answer--retirement.

Since retiring in December of last year, he says he now finds time for chores around the house that have been neglected for so long.

"Used to be," he says, "when a nice-weather weekend rolled around, Bea and I would leave the

yardwork and go visit the kids, or just go somewhere. Now we are finding time to do both. I never realized how much time that job took." (Prange was Local Program Engineer for the Highway Division.)

Currently, they're planning a trip to Winnemucca, Nevada, and will leave as soon as an expected grandchild arrives.

Their son, Bill, works for the U.S. Weather Service there.

"When we leave, you can be sure we won't have to put off our

spring yardwork--we're all caught up," Bob says.

His feelings are further expressed in a poem he composed when he retired.

TIME TO RETIRE!!

Its Time to Retire,
To Point Your Feet
In New Directions,
But not in Retreat!

Time to Move Forward,
To More Interesting Things,
To Eagerly Await
What Each New Day Brings!

Time to Move on
To a Better Life,
Time to Spend More Time
With FRIENDS, FAMILY, AND
WIFE!

Its Time to Retire,
To Leave Regimen Behind,
To Travel-Golf-Fish-Paint,
Whatever Comes to Mind!

Retirement is like SEX,
You'd Better Do It While You're To
It,
If You Wait too Long to do it,
You May Never Get To It To Do It.